

Myth vs. Reality

MYTH: There will be no access to the Trans-Texas corridor. Small towns and rural areas will be bypassed or cut off from the corridor.

REALITY: A transportation system with no access serves no purpose. There must be access from the corridor to small towns and rural areas. The facility must be able to feed and unload the system or it won't work. The frequency and location of entrance and exit ramps will be determined as a project is being designed. It is impossible to do that level of design work now because we don't know where the corridor will be located.

As we do on any project, TxDOT will work with local officials to determine where access should be located so that it meets local needs and benefits statewide transportation.

MYTH: Farmers and ranchers whose property is divided will be forced to drive many miles out of their way to reach the other side of their property so that they can move their livestock and crops.

REALITY: As with other highways, TxDOT will consider routes for the corridor that are between properties. TxDOT will work to minimize the impact on the landowner. Examples include reconnecting severed roads, providing crossovers, constructing limited access roads or through some other means. Where appropriate, livestock crossings may be included.

MYTH: The corridor will remove thousands of acres from the property-tax rolls and cripple local governments' ability to provide services.

REALITY: It is true that some land, much of it undeveloped, will be taken off the tax rolls. But more and more local governments are realizing that new infrastructure brings new economic development opportunities.

Development that springs up within and around the corridor will bring in greater tax revenues than undeveloped property would bring.

MYTH: A 10-mile wide swath of land will be purchased for the Oklahoma-Mexico/Gulf Coast element of the corridor.

REALITY: Not true. If approved by the Federal Highway Administration, a 10-mile-wide study area would become the starting point for a second phase of environmental studies. During the second phase, additional studies will be conducted within the 10-mile-wide study area to identify 1,200 feet or less for the location of the project. To minimize the amount of right of way needed, incorporating existing highways and railroads is being considered.

MYTH: TxDOT will transfer its eminent domain authority to a private entity or consortium selected to develop the corridor.

REALITY: Absolutely not. TxDOT cannot delegate the power of eminent domain to a private or third party. No developer for the corridor will be condemning anyone's land. The Trans-Texas Corridor is a state-owned project and any land purchased or transportation improvements built will be done in the name of the state.

MYTH: TxDOT or its developer will condemn property adjacent to the corridor to develop other business interests.

REALITY: Not true. TxDOT can only acquire property for transportation facilities that directly benefit the users of the corridor. TxDOT cannot acquire property adjacent to the corridor for non-transportation purposes.